and a report thereon submitted in 1980, recommending doubling of lines on the entire section in phases;

(b) if so, the details thereof and what progress has been made so far on doubling of rail lines on different parts of the section, indicating the time by which any one of them was completed;

(c) whether any part thereof, doubling of which has been completed, has been commissioned fully; if so, since when;

(d) what further steps have been and are being taken for doubling of rest of the part of the lines; and

(e) what budget provision has been made during the current year for this project and by when the same is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) to (e) The survey report for doubling of Daund-Wadi section had revealed the cost of doubling of the 338 kms. long section as Rs. 70 crores at 1980-81 price level, with a Rate of Return of 10 percent. Doubling of the section was taken up in phases as under:—

1. Doubling of Shahabad-Gulbarga section (26 kms.) was completed and the section opened in phases as under:—

(i) Gulbarga-Martur section (approximately 16 kms.) on 31.3.1988.

(ii) Martur-Shahabad section (10 kms.) on 31.3.1989.

2. The doubling of Daund-Bhigwan section (28 kms.) has been included in the Budget for 1995-96.

Name of Project Section	Outlay for 1995-96	Targeted date for Completion
(i) Daund-Bhigwan (28 kms.)	Rs. 1.50 crores	1998-99

3. Survey for doubling of Bhigwan-Gulbarga section (272 kms.) has been included in Budget for 1995-96. Further consideration of the project will be possible after the survey report is received.

Slow speed of trains between Surat and Bombay

1410. SHRI CHIMANBHAI HARIBHAI SHUKLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in the absence of a third line from Surat to Bombay passengers and goods trains are moving at slow speed;

(b) if so, the concrete measures taken by Government to increase the traffic movement there; and

(c) the time by which the construction work of third and fourth lines between Surat-Bulsar-Bombay are to be completed?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, Sir.

(b) Does not arise.

(c) Third and fourth line already exist between Bombay and Borivali. Works for construction of fifth and sixth line between Bombay and Borivali, third and fourth lines between Borivali-Vasai Road and Vasai Road-Vaitarna have been included in the budget for 1995-96. Besides, Preliminary Engineering-cum-Traffic Survey for third and fourth line between Virar and Ahmedabad is in progress.

Conversion of rail lines in Rewa Division

1411. SHRI DILIP SINGH JUDEV: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to approve the conversion of Rewa Lalitpur, Khajuraho, Satna, Singruli rail lines into broad gauge, for the development of industrially backward Rewa Division;

(b) whether the survey work for these lines has been completed;

(c) if so, the outcome of the survey; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) There is no rail line on these sections and as such question of conversion of any line does not arise.

(b) to (d) A preliminary Engineering-cum-Traffic Survey for Lalitpur-Khajuraho-Satna, Mahoba-Khajuraho and Rewa-Sidhi-Singrauli (491 kms.) new broad gauge lines are currently in progress. The survey report is expected to be submitted by 30.6.1995.

Further action depends on the resudts of the survey and availability of resources.

Lack of rail facilities insatezllite Town of Delhi

1412. SHRI O. P. KOHLI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news-item captioned "Metropolitan: Hell of a journey" appearing in "The Hindustan Times" dated the 18th January, 1995 (Magazine);

(b) whether it is a fact that due to lack of proper train facilities, the idea of developing satellite towns like Rohtak, Panipat, Meerut, Ghaziabad, Gurgaon, Bahadurgarh, etc. is not taking off the ground; and

(c) if so, the steps taken to develop suburban rail service to these towns, on the lines of suburban train service in Bombay, to decongest the capital city of India and to tideover the acute housing problem in Delhi?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) No, Sir.

(c) Introduction of additional services for the daily commuters travelling between Delhi and nearby town is an ongoing process subject to traffic justification, operational feasibility and resource availability. Accordingly, 10 additional services were introduced on Delhi-Ghaziabad and Delhi-Palwal sections during 1994-95. Besides, load of some EMU trains has been augmented.

Non-functioning of reservation and General enquiry telephoes of Railways

1413. SHRI O. P. KOHLI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the reservation and general enquiry telephones of the Railways are not responding to the calls of the public expeditiously and the telephones either remain engaged for long time or no one answers them;

(b) if so, the reasons therefor; and

(c) the details of the concrete steps taken in this regard?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) The reservation and general enquiry telephones are normally attended to promptly by the staff on duty. At times, the telephones provided for this purpose remain engaged during the peak hours period due to heavy rush of calls.

(c) Additional telephone lines are provided from time to time in enquiry office. Surprise checks are conducted by officers and supervisory staff to ensure that staff do attend to telephone calls promptly. Staff found at fault are taken up suitably.